

## KAIHU VALLEY RAILWAY.

Possession was taken of this railway, 17 miles in length, on the 27th May, under the powers conferred by the mortgage to the Queen. On the 10th instant notification was given to the trustees of the company of the Government's intention to sell the line by auction on the 25th June. Traffic has been regularly continued under the same staff as the company employed. The receipts per train-mile have increased this year to 4s. 8d. from 2s. 9½d. last year, while the proportion of expenditure to receipts was only 76·12 per cent., against 99·76 per cent. last year, and this notwithstanding the fact that the railway has been kept in much better order than previously.

## ROADS AND BRIDGES, ETC.

## AUCKLAND DISTRICT.

*Road to Puhipuhi Reefs (7 miles 65 chains).*—To accommodate the traffic to the newly-discovered silver reefs in the Puhipuhi Block the "Air-line" route was surveyed, and the formation of the road undertaken. It passes through heavy bush. The grade is generally 1 in 15 on the steep portions, the only exception being a short piece of 1 in 13 on the back of a ridge. For 6 miles the road is formed 12ft. wide, the remainder being 10ft. in width, and, as there is no metalling done, it is almost certain to be a good deal cut up by the daily traffic which is now going on. This month the Prospectors' Company has been enabled to cart in the whole of its machinery.

*Waitomo Caves Road.*—The Mangaokewa and Mangapu Bridges, and the Native piecework contracts for the formation of the road, were completed before the winter, and some considerable damage to the road, caused by the wet season, has since been repaired.

*Otorohanga-Kihikihi Road.*—The improvements to the Tokanui track are nearly finished, the work having been delayed until lately by difficulties raised by the Maoris.

*Mokau-Karioti Road.*—From Mokau railway-station to Poro-o-tarao, 12½ miles, the survey is in progress, about 10¾ miles being completed. A length of 5 miles 24 chains south of the Poro-o-tarao tunnel has been resurveyed, and the formation of the first 2 miles 68 chains of it was let on the 11th ultimo; the contractors have made a commencement with the works. 11 miles 30 chains has also been surveyed from Te Koura northwards towards Poro-o-tarao. At Te Koura and Taumaranui, sections of 3 miles and 3 miles 30 chains respectively have been set out ready for the Natives to undertake in petty contracts, and the 5 miles between comprise Contract No. 2, which can now be advertised at any time.

## WOODVILLE-PALMERSTON DISTRICT.

*Manawatu Gorge Bridge.*—This bridge is being thoroughly repaired. The whole of the rata-floor-beams and transoms were found to be unsound, from age, and have been replaced by totara. The flooring is very much worn, so the bridge is being replanked. But for the difficulty in obtaining timber, and the necessity for allowing the traffic to be continued without interruption, the work would have been completed before now.

*Kairanga Drainage.*—The drain along the western boundary of the Kairanga Block, 1 mile 60 chains, was constructed, and has proved effective in draining the properties in the neighbourhood. A survey was made in April for the drainage of the Taonui Swamp and low parts of the Kairanga district.

## MARLBOROUGH-NELSON DISTRICT.

*Rai Valley Road.*—In the Rai and Whangamoa Valleys 6 miles 9 chains of the road has been metalled.

*Kenepuru-Mahakipawa Track.*—This track, to connect the Kenepuru Sound with Mahakipawa, has been located. It is 20¼ miles long.

*General.*—The Hope Bridge was painted and approaches formed, and various small maintenance-works throughout the district attended to.

## WESTLAND DISTRICT.

*Buller Road.*—Several small bridges between 9 and 13 miles have been erected, and some of the old crib-loggings renewed. The bridge at 12 miles 43 chains was restored.

*Lyell Bridge.*—The large bridge over the Buller River at Lyell was finished in December.

*Mokihinui Bridge.*—The piers, abutments, and the short iron-span are erected. The contractor has experienced some difficulty in getting the material to the site, and this, together with an alteration in the piers, has caused the work to get behind time. All the material for the large span is now on the ground ready for erection.

*Rimu to Back Creek Track.*—A survey was made for a horse-track to the scene of the gold-rush at Back Creek, and six contracts prepared for the work. Four sections have been let, and handed over to the Westland County Council, under whose control the road is being formed.

## RAKAIA GORGE BRIDGE.

The damage to the Rakaia Gorge Bridge caused by the gale of September, 1889, was repaired. The bridge was at the same time thoroughly overhauled, and the flood-channel bridge screwed up.

## OTAGO DISTRICT.

*Hindon Road.*—A few slight repairs have been done to the road between Hindon Township and the Otago Central Railway.

## PUBLIC BUILDINGS.

## AUCKLAND DISTRICT.

*Government House, Auckland.*—In addition to the usual minor repairs, the servants' quarters were cleaned, painted, and papered, and a new roasting-range fixed.